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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1A

# INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 22 August 1950

**SUBJECT** Harbor Installations and  
Shipyards in Wismar

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25X1X Harbor installations

1. The new potash loading site in the industrial harbor was put into operation in late 1949. This loading site is equipped to tilt the potash from the freight cars directly into the ships. The ESSO fuel installation on the southern side of the coal harbor has been enlarged to a capacity of 1,000 tons. Two new cranes were erected in the southern part of the old harbor.
2. On the eastern side of the western harbor, called lumber harbor on the harbor plan, the entire quay, about 500 meters long, was renewed. Four new railroad sidings were laid in the adjoining area. Work is being done on other sidings leading to all harbor basins.
3. The channel to Wismar is being dredged. During the ice-period in the winter of 1949/50 the channel could be kept open only by auxiliary icebreakers, i.e. tugboats.
4. The traffic in this transshipment harbor is normal. Finnish, Swedish and Soviet ships load coal. Superphosphate is unloaded. About 100,000 tons of superphosphate from Belgium and the Netherlands were allegedly discharged in Wismar and Stralsund during the last week of January 1950. The reparation deliveries of finished goods, mostly high-grade machines and optical goods, are also being transshipped in Wismar for shipment to the U.S.S.R. All of these goods are shipped exclusively by Derutra. No ships of the Soviet Zone of Germany are engaged in the transshipping business.
5. The entire harbor and shipyard district is fenced in and has watch towers. It is guarded by German police and Soviet infantrymen. [REDACTED]

### Shipyards

6. There are two nationalized shipyards in Wismar. One is the Schiffreparaturwerft VEB Wismar (Ship-Repair Yard Wismar, nationalized enterprise), and the other the Hansewerft.
7. The VEB Wismar shipyard, which was not founded until after 1945, is the largest in Wismar. It can handle all required repairs on ships of all

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types. At present the construction of new ships is not planned. This shipyard is located near the Lumber harbor or western harbor. The western quay of this harbor basin, 750 meters long, is being rebuilt. The southern portion of the eastern quay of this basin belongs to the shipyard and is used as a fitting-out and repair quay. A new large administration building is nearly completed. Numerous new workshop buildings are under construction on the premises of the shipyard, especially behind the western side of the basin. In addition to a construction shop, 150 x 80 meters, 12 other workshops will be built. About 25 shipyard cranes are also said to be planned. The labor force of the yard will eventually reach 4,000.

8. The principal work of the shipyard is the repair of salvaged ships for the Soviets. At present, two Soviet ships of about 3,000 to 4,000 GRT, and two Soviet tugboats are being repaired. The former German steamer Catania, redesignated Fallus, 4,193 GRT, was completed in late December 1949 and has left the harbor. (4) The sailing ship Gorch Fock, a former German naval training vessel, also had a thorough overhauling in the shipyard and was delivered in late March 1950.

9. The Hansewerft nationalized shipyard evolved from the former railroad car factory and is at the eastern end of the coal harbor. A new pier, 70 meters long, has been finished and part of the harbor basin in front of the shipyard was dredged to a uniform depth of 5½ meters. The installations are also being considerably enlarged. A construction shop, 42 x 17½ meters, is nearing completion in the vicinity of a new administration building. Another construction shop will be built later. The ship-building program includes the construction of type 18 D fishing cutters, pilot cutters, and other vessels of similar size. In the workshop of the former railroad car factory numerous torpedo-boat cutters and dinghies are being built for the Soviet Navy. A type D 18 fishing cutter and an 18-meter motorboat were seen on the ways. Repair work on small freight steamers and motor vessels is also being done. [REDACTED]

10. The two shipyards are said to be supervised by a Soviet office with headquarters in Greifswald. This office allegedly also supervises the shipyards in Rostock/Harnemuende, Stralsund and Wismar. [REDACTED]

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